

SMALL CROWD VISITS WORLD'S FAIR SITE

Transit Company Had Made Preparations to Accommodate a Larger Number.

EASILY HANDLED.

High Wind and Baseball Game Keep Attendance Down - New Loop to Be Used During Dedication Ceremonies.

The management of the Transit Company, in anticipation of the large crowd which was expected to visit the World's Fair site yesterday, made extensive preparations to accommodate the traffic. The crowd which went out to the site last Sunday, the first fine Sunday of the year, which caused a slight congestion at the terminal loop at the Lindell pavilion for a short time at cer-tain hours in the early afternoon and evening, caused the management to expect a larger crowd yesterday if the weather was propitious. Additional cars were ordered out and the time schedule was arranged on a closer basis, and preparations were made to closely observe the conditions at the terminals and along the routes of the various divisions, with a view to gauging the carrying capacity of the system on Dedica-

carrying capacity of the system on Dedication Day and seeing where improvement
could be made.

Contrary to expectation, and greatly to
the disappointment of the management, the
number of visitors to the Fair site yesterday was very small, considering the conditions. In consequence the traffic yesterday
furnished no adequate criterion of the transportation facilities which the street railway
companies will be able to furnish on Dedication Day, nor of the accommodations demanded by the crowds expected on that occesion.

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With the exception of the blustering high wind that prevalled throughout most of the day, yesterday was an ideal day for a visit to the park. The sun shone warm and bright and the grounds were dry and hard, asfording splencid opportunities for traversing every foot of the site. The high wind may have kept many away, and, in addition, there was the counter attraction of the baseball game at League Park. Undoubtedly these considerations kept many visitors away, but the Transit people are unable to account for so few visitors to the park, even with these drawbacks.

It is estimated that there were not 19,000 visitors throughout the day, and when these were scattered throughout the area their presence was hardly noticeable. As a rule, the majority, after inspecting the buildings and watching the few teams at work on the lagoons, nurried back to the pavilion and took the cars 'me few remaining to wander through the park proper.

At no time throughout the afternoon was any car arriving at the grounds uncomfortably filled. Except for an hour or so early in the day, the cars were about half filled. Departing cars only took away a half load, and at no time was there any semblance of texagestion at the terminal.

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David J. Schamback, foreman for the Transit Company, who was on duty at the Lindell Pavillon, was disappointed at the slimness of the crowd.

'I don't know what is the reason for the small number of visitors," he said, "unless it is the biustering wind and the ball game, but even these should not be sufficient to make such a marked difference between last Sunday and to-day. We had confidently expected a larger crowd to-day than we handled last Sunday, and we had made preparations accordingly.

"During the three days of the dedication ceremonies we will have a loop just south of the Wabash tracks and east of De Ballviere avenue, and we will abandon the loop here at the pavillon during that period. It will be impracticable to use the Lindell Pavilion loop during that period because the Wabash trains will interfere with the passage of our cars. With the new loop and the Olive street loop we will be able to embarkt and disembark passengers safely and quickly."

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The Wabash, it is said unofficially, will not run shuttle trains to the site during the ceremonies, as had been contemplated. It is said the reason for this is that the Wabash officials fear that too many accidents, would result to street-car passengers, who will be compelled to cross the Wabash tracks to reach the entrance to the grounds. It was at first proposed to build a passenger footbridge over the Wabash tracks, but the officials feared that too many visitors, in their haste to enter the grounds, would ig-

ore the bridge and use the surface cross-

The Wabash officials and Superintendent posed of.

The Wabash, it is said, will run only regular trains on Dedication Day, two in the morning, two in the afternoon and two in the evening. The Colorado will run two trains a day.

THE WEATHER.

Official Forecast Announced for To-Day and To-Morrow.

Washington, April 5.-Forecast for Mon-day and Tuesday: Missouri - Increasing cloudiness Menday, fol-owed by rain in afternoon or night, warmer in sat pection. Tuesday, fair. Hilmois-increasing cloudiness Monday; rain at takt or Tuesday, brish south winds, shifting to lest Monday night. light or Tuesday; oras sours same, source seek Monday night.
Eastern Texus—Cloudy Monday. Thesday, fair in the coast, showers and colder in the interior; iresh to brisk south winds, shifting to northwest. Western Texas—Fair and colder Monday, except rain in the Panhandle. Tuesday, fair and colders. colder.

Okiahoma and Indian Territory - Threatening Monday; probably rain. Tuesday, fair.

Arkanass-Threatening Monday; probably rain. Tuesday, fair and colder.

Kansas-Fair and much colder Monday. Tuesday fair. day, fair.

Nebraska-Rain or snow Monday; colder in south portion. Tuesday, fair.

Iowa - Rain Monday; colder in west portion. Tuesday, generally fair.

Indiana - Increasing cloudiness and warmer Monday; rain at night or Tuesday. Colder Tuesday, brisk south winds.

Local Report.

St. Louis, Sunday, April 5, 1906.

Thermometer, degrees 619 a.m. 615 p.m.

Relative humidity 56 48

Direction of wind W 8

Velocity of wind 9 14

Government Report.

Department of Agriculture, Weather Bureau.— Meteorological observations received at St. Louis, April 6, 190, at 6:39 p. m. local time and 3 p. m., seventy-fifth meriddan time. Observa-tions made at the same moment of time at all Dir. Tp. Mx. Rain, Weather Altanta

New Orleans

*Precipitation inappreciable.

BATTLE WITH HIGHWAYMEN.

Two Men Seriously Wounded-

Four Desperadoes Escaped.

Hair Vigor

J.C.AYERSO

Local Forecast Official,

OLD MONROE-MEXICO LINE. Work Has Been Started and Will Be Pushed.

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REPUBLIC SPECIAL.

Mexico, April 5.—Chicago and Alton engineers are surveying at the Jefferson street crossing in this city for a new depot, which likely will be built where the Waliace stock pens are, just north of the railroad. A handsome brick structure is to be erected. The Wabash likely will follow suit with a depot on the south side of Jefferson street after the Alton short line to St. Louis is built. The business of the two roads will be divided and there will be no union station as has been the case for years.

The Burlington, which is to build the Alton short line to St. Louis by Old Monroe, running in over the Burlington tracks from that point, is purchasing real estate in the eastern part of the city and arranging to have a roundhouse and large railroad yards, which will be of ground purchased from the Lowder Brothers. It is said that the Burlington, after completing the short line to St. Louis will likely build from Mecon to Mexico, which will make this city one of the greatest railroad centers in the State.

The distance from Old Monroe to Mexico is sixty-three miles, making a very short line from Mexico to St. Louis, which will

TWO NOTABLE CELEBRATIONS.

The two exposition cities now attracting The two exposition cities now attracting attention are St. Louis and Portland—the starting point and the finish of the great Lewis and Clark exploring party, which armed with congressional authority, and the personal friendship of Jefferson, set out in 1991, the year of the Louisiana purchase, to cross the unknown Rockies and reach the Northern Pacific Coast. It was in November, 1865, that the expedition reached the mouth of the Columbia River, completing its perilous journey, which consumed more than two years. It is an interesting fact that both of the cities which mark the start in 1903 and the finish in 1885, of this undertaking, are to hold great expositions during the next four years.—The Four-Track News.

G. W. Atkinson Contributes Interest-ing Article in Railway Age. In the Railway Age of April 2, G. W. P. Atkinson begins a series of articles, which will prove of great interest to "old-timers" as well as the "present generation" railroad

Railway Construction Notes.

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-It is stated that the Atlanta, Knoxville and Northern is making surveys for an extension from Duckworth to Chattanooga, Tenn.

-The contract for building the Atlantic Coast Line extension from Punta Garda to Fort Meyers, Fla., has been let to G. S. Baxter & Co. of Jacksonville, Fla.

-McArthur Bros. & Co. have begun grading on the B. & O. line from Newton Falls to Ravenna, O.

-It is stated that a joint line is to be constructed for the Colorado Southern and the Denver and Rio Grande, between Bessemer and Walsenburg Junction, Colo.

-Orman & Crook of Denver, Colo., have been awarded the contract for the El Paso and Southwestern extension from Forest to Naco, Ariz.

-It is stated that the Sephenel At Line

Naco, Ariz.

—It is stated that the Seaboard Air Line is making surveys for a branch line through Russell County to Opelika, Aia.

—It is stated that the Southern Railway is ready to receive bids for the construction of the line from Maryville, Tenn., to Walhaila, S. C.

The Orange and Northwestern has a sur-ring corps in the field, locating the pro-ed line in Texas and Louisiana.

Chicago, April 5.—A grain elevator, owned by the "Nickel Plate" Railroad and situated at Ninety-ninth street and Illinois Central tracks, was destroyed by fire to-day. The loss is \$75.00. A number of freight cars loaded with grain were also destroyed Owing to the miry condition of the streets, fire engines could not be taken to the burning building.

Revivel at Sturgeon. REPUBLIC SPECIAL Sturgeon, Mo. April 5.—The Reverend W. Simmon of Slater began a union pro-racted meeting at the Baptist Church to-

SOON WILL ANNOUNCE SALE OF THE FRISCO

Absence of George W. Perkins, Who Has Had Charge of Details, Caused Delay.

MR. YOAKUM IS AN OPTIMIST.

Says Increased Facilities Are Necessary to Take Care of the Increased Business in the Southwest.

REPUBLIC SPECIAL

New York, April 5.—The long-sought and anxiously awaited announcement of the consummation of the Prisco-Rock Island deal will, according to reliable authority, be

made public early this week, probably tonorrow or Tuesday. The delay in making the announcement is attributed to the absence from New York of George W. Perkins of the firm of J. P. Morgan & Co., who has had the details under consideration. Mr. of Transportation Ristine of the World's
Fair will hold a conference in a few days,
at which these matters will be officially disability, follow a day or two later.

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President Yoakum, who arrived here Wednesday evening, denies that the Shreveport and Red River Valley will share the New Orieans terminals of the Frisco. He states that the original plans of the road for that city will be vigorously prosecuted. Mr. Yoakum is an optimist of the most pronounced type. "Concerning the talk of the overisene of good securities," he said to-day, "the facts are that this country has reached a state of development that means entirely new conditions compared with what we have ever had before. Increased facilities in every line of business are as essential to enable the railroads to take care of increased business as was the necessity to construct the railroads originally. Just one Southwestern trip will be enough to cure the sorriest pessimist that wall street knows."

Mr. Yoakum says his information is that

knows."
Mr. Yoakum says his information is that the State of Kansas will produce about 100,-000,000 bushels of wheat this year. "BIGGEST STRIKE YET TO COME."

Section Men of Railways May Demand Higher Wages.

It is generally believed that superinten-dents of railfonds have prophetic powers when it comes to foreseeing the chances of the men in any of the departments going on a strike. when it comes to foreseeing the chances of the men in any of the departments going on a strike.

Accepting this as true, the statement of a superintendent of one of the great systems to a representative of The Republic in a talk on the question of strike must be accepted as rather alarming.

"The biggest strike is yet to come," he said. "I believe that it will only be a question of time before all of the section hands will strike for a material wage increase, and when they do it will be practicely impossible to fill their places. As a result, the roads will be neglected, accidents much more frequent and the question of transportation a great problem.

"Section hands now are earning from fills to \$1.29 a day. I believe a few roads pay as high as \$1.25 a day, but on this pay the men have to board themselves and often work overtime.

"In cases of necessity they are frequently called upon to work twenty-four hours, and even longer, at a stretch without increased ray.

"This strike will be serious, perhaps the most serious for several reasons. The men will strike for \$1.50 at day, which, if granted will mean an enormous increase in the company's pay rolls, as a road averages at least one section hand a mile, and even more.

"If the road refuses to grant this demand."

"If the road refuses to grant this demand the places of the strikers cannot be filled because in these prosperous tlays von cannot find men willing to do the work of a section hand at the uny given them.

"As a result thousands of men who are now organizing may go out and leave the road helpless to fight."

The distance from Old Monroe to Mexico is sixty-three miles, making a very short line from Mexico to St. Louis, which will be completed before the World's Fair. Work on this short line has already been started and will be pushed.

Both St. Louis and Portland to Have Expositions.

RAILWAY REMINISCENCES.

men.
The article is a comparison of American rallways in 1865 with those of 1962. Mr. Atkinson couples with statistics interesting reminiscences of the days of 1865.
He states that in 1865 there were 2% rapproads, with a total mileage of 35,000.

Grain Elevator Burned.

\$10,000 TO BE GIVEN AWAY ONE SINGLE REWARD OF \$5,000

A Contest of Good Judgment and Skill

THE subscribers of THE REPUBLIC are invited to participate in a profit-sharing contest to continue from this date until 4 p. m. on April 29, 1903. It will be a contest of skill, a test of good judgment, a competition of intelligence. They are invited to estimate the number of admissions to the World's Fair grounds on the occasion of the grand dedicatory ceremonies, April 30, 1903, of the Louisiana Purchase Exposition. The Exposition Company will make a record of the admissions on Dedication Day, and the subscriber whose estimate comes nearest to the official record will receive a grand premium of \$5,000 as a reward for the demonstration of skill and acumen. A further sum of \$5,000 will be divided among those whose estimates most nearly approximate the official record of admissions according to the following schedule:

THE REWARDS TO BE DISTRIBUTED

To the one making the nearest correct estimate of the number of admissions to the grounds of the Louisiana Purchase Exposition on April 30, 1903 \$5,000.00 To the Second nearest\$2,500.00 To the Third nearest...... 1.000.00 To the Fourth nearest To the Fifth nearest..... To the Sixth nearest..... 200.00 To the Seventh nearest..... 150.00 To the Eighth nearest 125.00 To the Ninth nearest..... 100.00 To the Tenth nearest..... 75.00 To the Eleventh nearest 50.00 25.00 To the Twelfth nearest To the Thirteenth nearest..... 15.00

To the Fourteenth nearest

THE CONDITIONS

THE primary qualification required of all contestants is a paid subscription to the DAILY and SUNDAY REPUBLIC for a period of not less than one year, or six annual subscriptions to the TWICE-A-WEEK REPUBLIC, which must be received on or before 4 p. m. of April 29, 1903. Old subscribers and new subscribers will stand on an equal plane. Any old subscriber who now has a subscription contract can enter the contest by making a cash payment for twelve months. Payment of back dues for which a subscriber is delinquent will count equally with advance payments for future months. All estimates submitted are subject to the following additional conditions:

FIRST. Every cash payment for the Daily and Sunday one year, or for six copies of the Twice-a-Week one year, will entitle the person paying to make six estimates.

SECOND. New subscribers must pay for twelve months at The Republic's regular subscription rates, as follows:

Daily and Sunday one year outside St. Louis Carrier District \$7.80

Contract subscribers must pay for twelve months at their contract rate. In the case of contracts running less than twelve months, they must pay for enough additional months at 50 cents a month to make a full year.

THIRD. Contract subscribers who pay at the contract rate for all months now unpaid under their contract, and at the same time pay for an additional year at the rates specified in the second condition, may make one estimate for each month's payment under their contract and six more for the additional year's subscription.

FOURTH. In case of a tie, that is of the estimates made by two or more persons being exactly alike, the amount of the reward will be divided equally among them.

FIFTH. No estimate will be allowed for a fractional part of a year except to present contract subscribers in connection with a new annual subscription.

SIXTH. All fractions annexed to an estimate will be disregarded and the estimate will be taken to mean the number submitted with the fraction omitted.

SEVENTH. Remittances can be forwarded by mail, either by subscribers in St. Louis or by those outside of St. Louis, but such remittances should be by bank check or postal money order payable to The Republic's Profit Sharing Bureau.

EIGHTH. All estimates must be in The Republic office on or before 4 p. m. of April 29, 1903, whether sent by mail or otherwise, and all not in by 4 p. m. of April 29, 1903, will be rejected as informal and be returned to the senders.

NINTH. Agents, solicitors and employes have no authority to make any representations or promises with reference to the terms of this contest. These conditions constitute the entire contract, and are subject to no modifications whatsoever, and every subscriber competing in this contest assents thereby to

TENTH. Address all communications to The Republic Profit-Sharing Bureau, Call Box 201, St. Louis, Mo.

ELEVENTH. Changes will not be allowed after estimates are once received and registered.

TWELFTH. Acknowledgments of all remittances received for estimates will be made as promptly as possible. Blanks for making estimates will be furnished on request.

THIRTEENTH. The awards will be made by an impartial Committee of Awards as soon as possible after the number of admissions is announced, and their judgment will be final and conclusive in the matter.

FOURTEENTH. The result will be published in both the Daily and Weekly Republic the day after the awards are announced by

To assist those who wish to enter this interesting contest and to enable an intelligent estimate of the probable number of admissions at the dedication of the Louisiana Purchase Exposition on April 30, 1903, it may be said that about 145,000 persons attended the dedication of the Columbian Exposition buildings at Chicago on October 14, That was six months before the opening of the Exposition, whereas the dedicatory ceremonies at St. Louis. April 30, next, occur one whole year before the opening day. Will the recorded admissions equal or exceed the Chicago figures? That is the question to be answered. Everybody has an equal chance to make the best answer and every contestant is allowed at least six estimates. You can make as many more as you please by extending your subscription beyond one year or by organizing clubs and inducing your neighbors to subscribe.

ADDRESS ALL ESTIMATES AND COMMUNICATIONS TO

The Republic Profit-Sharing Bureau, Call Box 201, St. Louis, Mo.

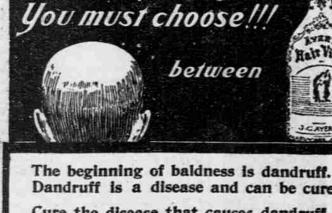
BLANK FOR ESTIMATES OF NEW SUBSCRIBERS.

	Estimate
ENCLOSED find Dollars in payment for 18 months' subscription to the Daily and Sunday	Estimate
Republic; also my six estimates on the recorded admis- sions to the grounds of the Louisiana Purchase Ex-	Estimate
position on the occasion of the dedication of the build- ings on April 30, 1908.	Betimate
I make these estimates subject to the conditions stated in the published announcements.	Estimate
Signature	Metimate
Address	Sgnature
Deliver paper to	AM7-10-1

BLANK FOR ESTIMATES OF CONTRACT SUBSCRIBERS.

This blank should be used by every subscriber who now has a subscription contract with The Republic. Every installment paid on

existing contract can be counted in making up a year's payment,	if the full monthly amount required by the contract is po
ENCLOSED finddollars. Under my new subscription and my existing contract I am	Estimate.
entitled to estimates on the recorded admis-	Estimate
sions to the grounds of the Louisiana Purchase Expo- sition on the occasion of the Dedication of the build-	Estimate
ings on April 30, 1903. The amount remitted is to	Estimate
pay forper months' subscription atper month under my old contract andmonths in	Betimate
extension at 50c per month. I make these estimates subject to the conditions stated in the printed an-	Estimate.
nouncements.	Signature
Signature	
Address	Address



Dandruff is a disease and can be cured. Cure the disease that causes dandruff,

And the dandruff will disappear for good. Use only some old established remedy. We know one tested for more than 50 years-

Ayer's Hair Vigor

It cures dandruff, checks falling, makes the hair grow, always restores color to gray hair. "Ayer's Hair Vigor has cured my scalp of a bad case of dandruff.

It is a delightful preparation to use."

Mrs. L. H. Budd, Lebanon Springs, N. Y. C. Ayer Co., Lowell, Mass.